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March 1, 1955

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**PROGRESS REPORT NO. 2**

Progress in the design and construction of the reconnaissance aircraft has proceeded on schedule and cost. The design problems which have been encountered to date have been satisfactorily solved and the configuration of the airplane is well established, with the exception of the specific, detailed cockpit arrangement. The cockpit mockup is almost complete, and on March 15th General Don F. will visit this contractor's facility for discussions on aero-medical aspects and pressure suit requirements for the project. The pressure suit problems appear to be among the greatest existing for the project at this time.

A P37 engine mockup has been delivered to this contractor and is being used for detailed engine installation.

[ ] of our engineering group, has been in constant contact with the special equipment vendors and no important problems exist at this time regarding installation of such equipment.

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[ ] of R-W, visited the writer several weeks ago to discuss installation of electronic analysis equipment. Provisions were immediately made for all airplanes to carry the R-W electronic unit in all aircraft. In a visit on March 1st, [ ] brought up the problem of antenna pattern determination. The writer proposed that, since Lockheed has perhaps the most complete antenna range of any of the aircraft companies, the pattern determination be established here at Burbank, using the numbers from the number one airplane as soon as the basic equipment is available. Complete provisions for installing the radar search equipment are being made in all aircraft, according to discussions with [ ]. No problems are apparent in this field currently. Several discussions took place, which will not be recorded here, on more advanced electronic gear.

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A survey has been made of nineteen potential flight test base sites north and east of the Los Angeles area. The preferred location for this base has been described to O. R. by phone. Within the next ten days, the writer will fly to the spot to make a personal survey of the area.

A study is being made of the GFE requirements along the lines of fuel trucks, starter trucks, electric generators, and other elements required for setting up the flight test base. It is proposed to construct two hangars capable of housing an aircraft apiece, plus barracks for fifty-one people, and the required kitchen and food-preparing areas for the flight test crew. This report will be completed within the next several weeks and the detailed plan presented by the writer to cognizant personnel in Washington. At the same time, the early phases of an operational analysis will be presented.

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DOCUMENT NO. 16  
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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE Espionage Laws, Title 18, U.S.C., Sec. 793 and 794, and the Espionage Laws, Title 50, U.S.C., Sec. 4211 and 4212, and the Espionage Laws, Title 50, U.S.C., Sec. 4211 and 4212, and the Espionage Laws, Title 50, U.S.C., Sec. 4211 and 4212.

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The writer will be unable to attend the March 10th and 11th meeting in Washington on this project, due to the extreme pressure and critical nature of the work at this location now.



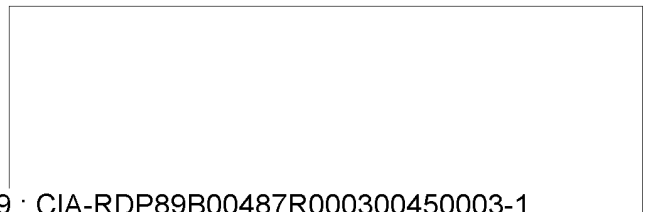
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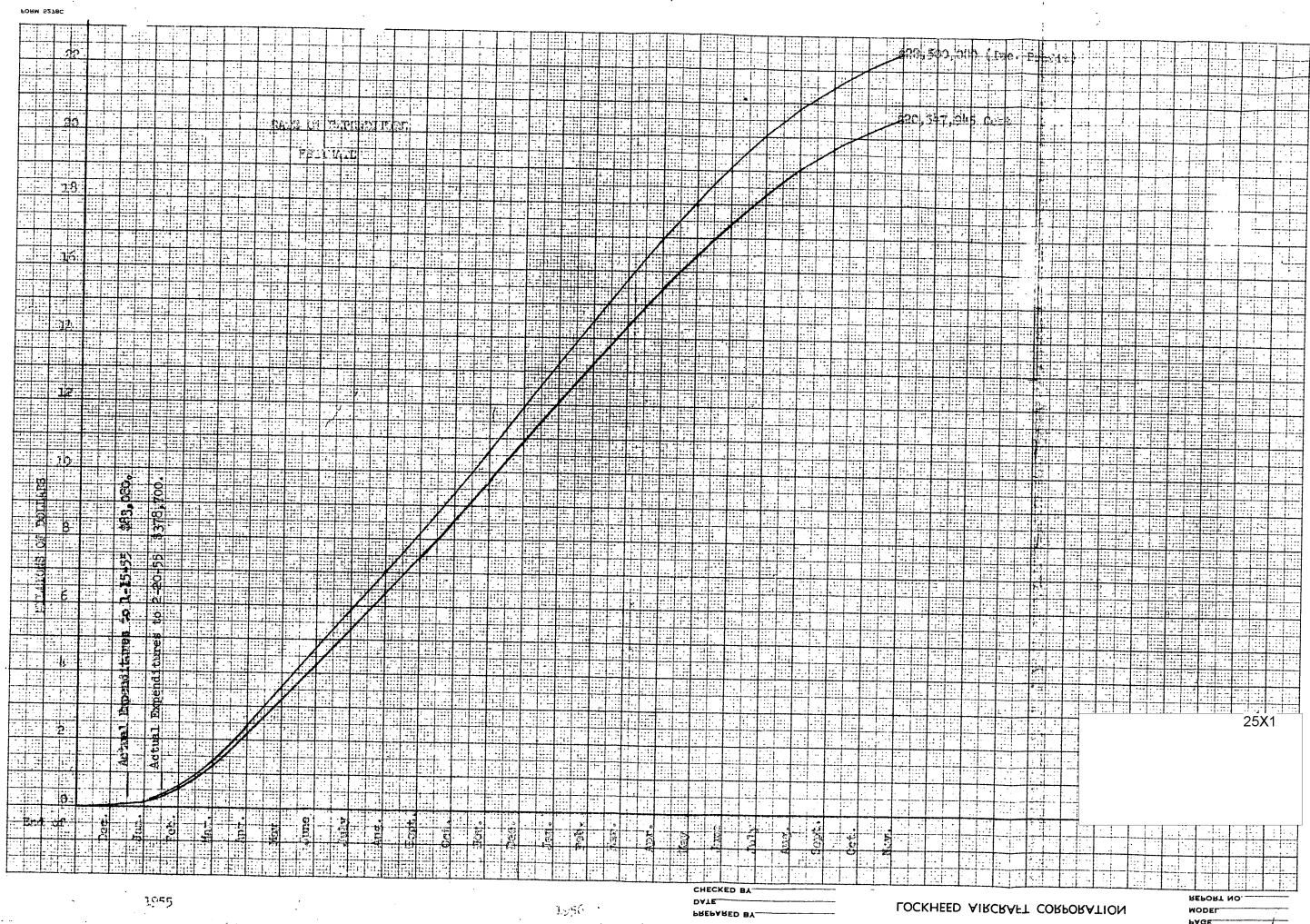
Clarence L. Johnson  
Chief Engineer

CLJ:vmp

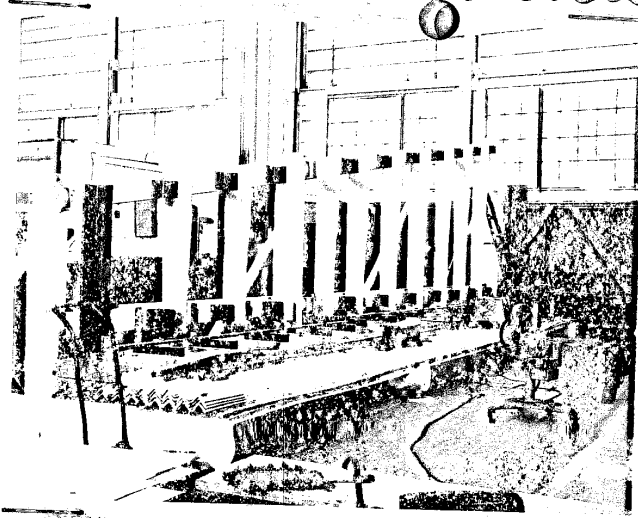
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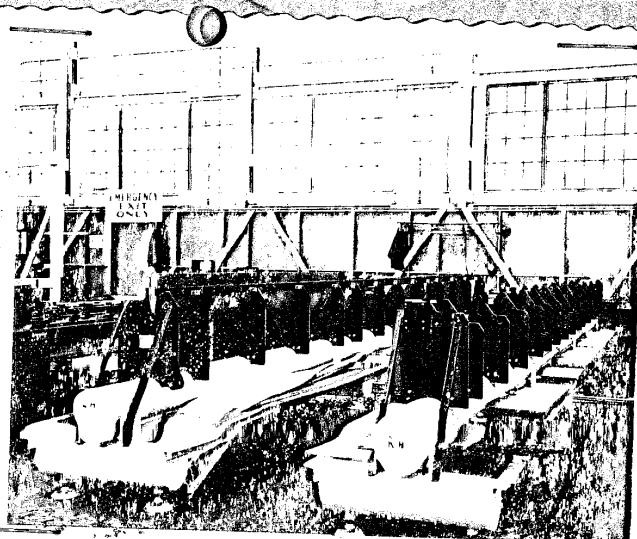




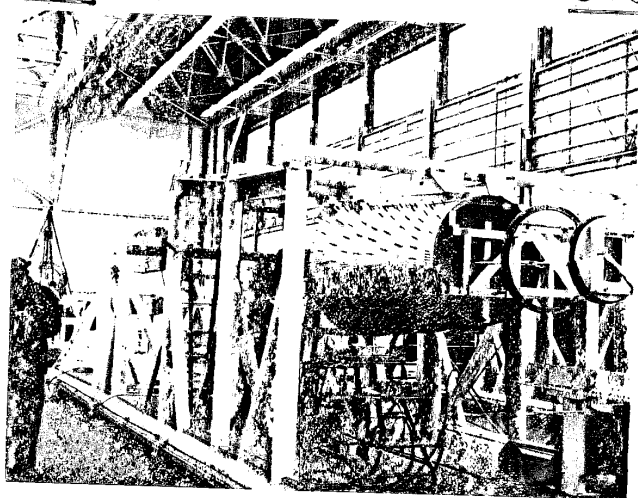
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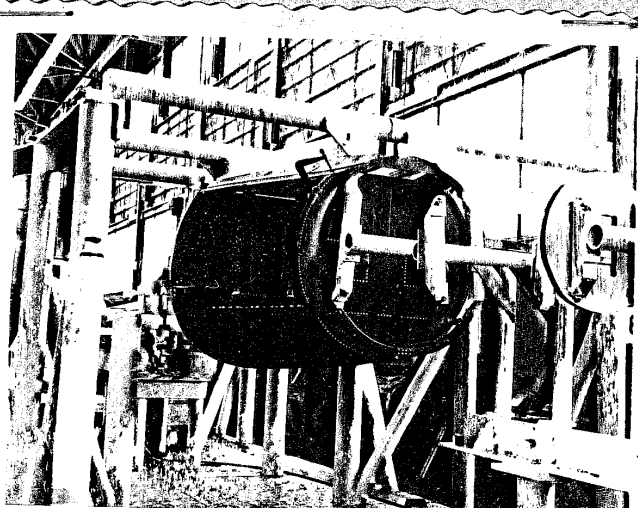
2-28-55 #1 MAIN WING JIG-L.H.



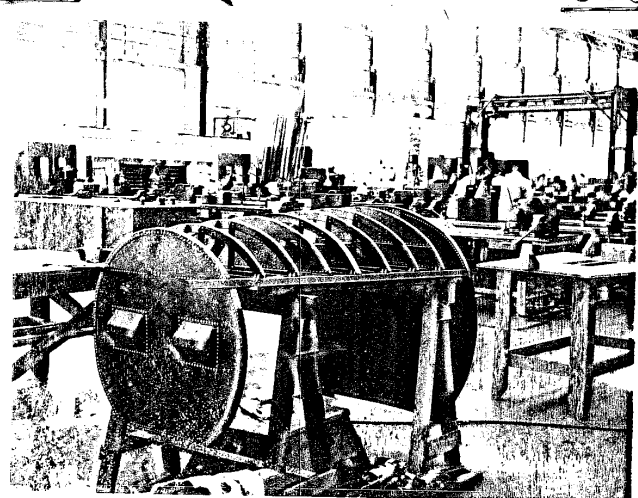
2-28-55 WING LEADING EDGE JIGS



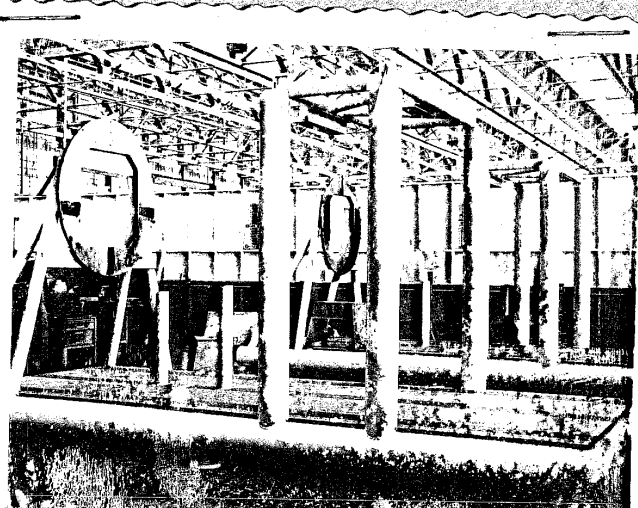
2-28-55 #1 MAIN FUSELAGE JIG



2-28-55 #2 MAIN FUSELAGE JIG



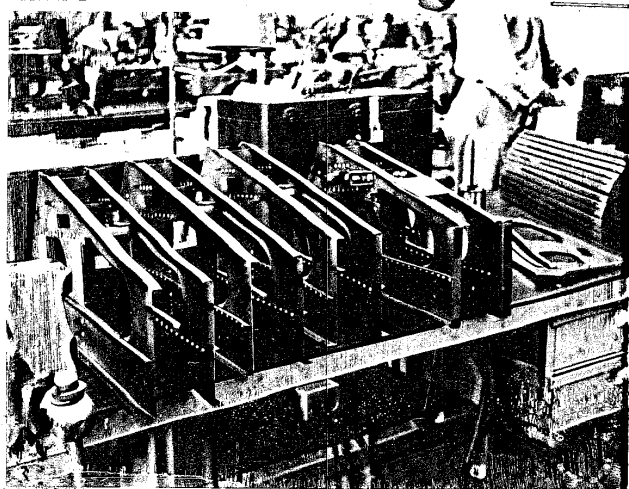
2-28-55 #3 COCKPIT STRUCTURE



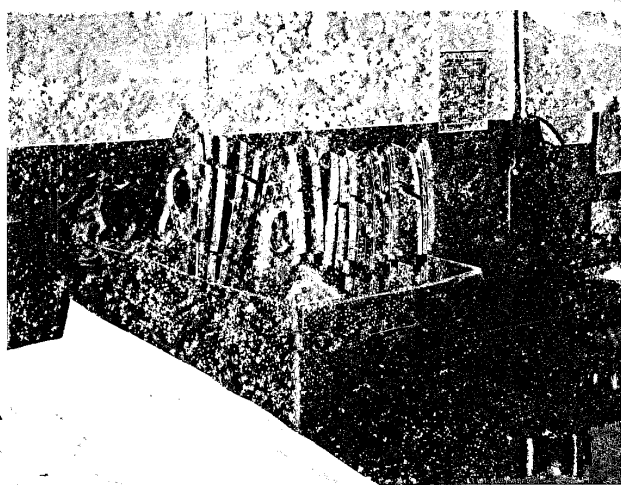
2-28-55 AFT FUSELAGE JIGS

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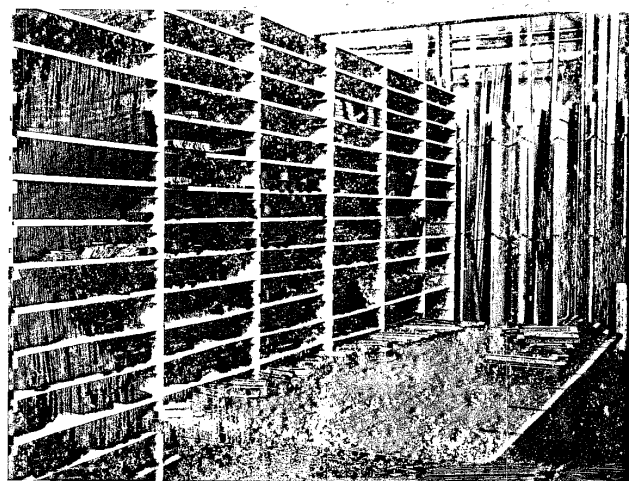
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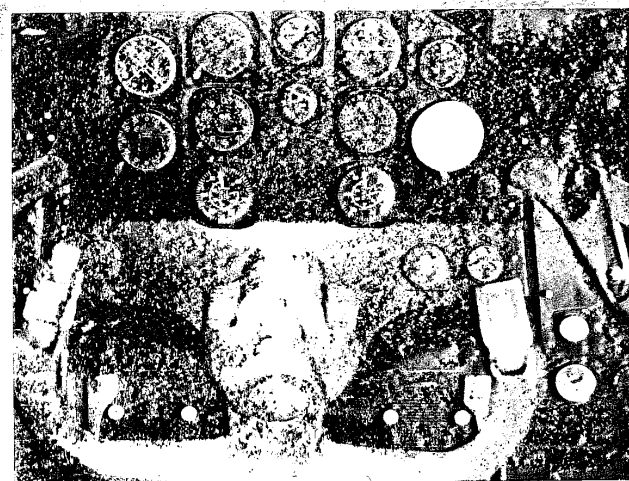
2-28-55 COCKPIT CENTER STANDS



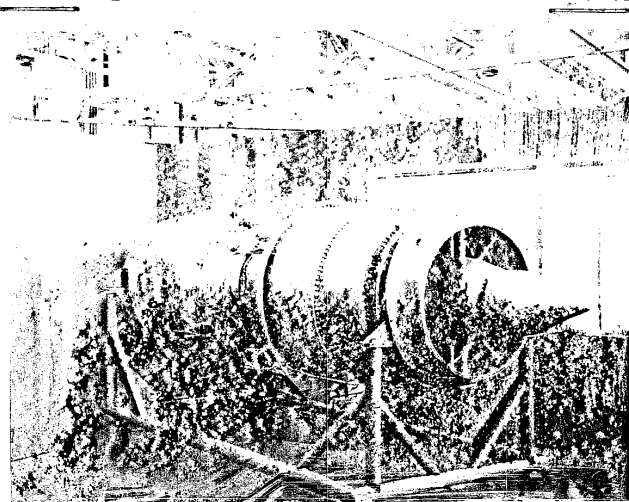
2-28-55 Wing L. E. RIBS



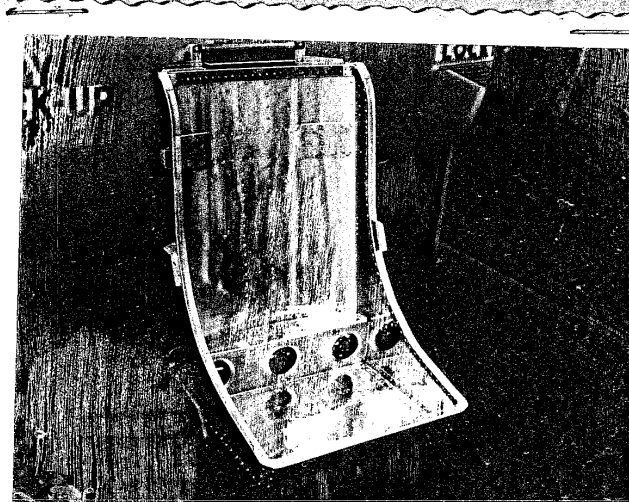
2-28-55 MISC. PARTS IN STOCK



2-28-55 COCKPIT MOCKUP



2-28-55 J57-P31 ENGINE MOCKUP



2-28-55 PILOT'S SEAT FOR MOCKUP

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